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VOLUME 6 SETTING

SITE PROPOSAL SUPERCONDUCTING SUPER COLLIDER

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SETTING.

The flat, gently rolling topography of the Comanche Basin area permits shallow tunnel and structure construction.

Excellent tunnel profile with arcs in a single tilted plane, no undulations.

Flexible land offering allows further design optimization.

On site facilities, including reliable 230kV and 500kV power, gas, rail and highway network, will facilitate site development and operation.

The site has strong local and community support and a minimal impact on landowners. Only 70 private owners are involved in land sales; less than ten residences would be removed. Farming impact is minimized by 48 percent stratified land.

Improvement relocation costs will be low.



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VOLUME 6

SETTING

6.1 GENERAL

6.1.1 Site Location

The proposed site location is north-northwest of Billings, Montana, with the nearest point on the ring about 12 miles, and the campus 25 miles, from Billings Logan International Airport. Most of the ring is in Yellowstone County, with the remainder in parts of Stillwater, Golden Valley and Musselshell counties. The largest town within the ring, with a population of about 150, is Broadview. Acton and Comanche are small settlements with few buildings or residences. Major highways such as Interstate 90 and US 87 serve the site.

The collider ring centers on the Broadview East quadrangle map. It is broadly located at the intersection of perpendicular lines 31,800 feet south of the Broadview school and 15,100 feet west of State Highway 3. The center of the ring is in the Northeast quarter of the Northwest quarter of Section 15, Township 3 North, Range 23 East, as shown on the Broadview East quadrangle map. It is at Longitude $108^{\circ} 51' 14''$ and Latitude $46^{\circ} 00' 54''$. The longitudinal axis lies at $26^{\circ} 31' 08''$ west of true north.

The site is located in what is known locally as the Comanche Basin. This basin is shallow with its east rim at about elevation 4000 feet, the west side approaching elevation 4200 feet, the north and south edges at 3800 feet and the low points within the basin at about elevation 3750 feet.

Figure 6.1-1 provides a general location of the site in perspective to Billings. Figure 3.1-3 in the map folder shows the site with respect to the generally flat but gently sloping basin topography.

Figure 6.1-2 provides aerial views of the campus, north arc and southwestern section of the ring. Highway 3, the railroad and Broadview can be seen in at least one of the views. The photos characterize the general topography, land use and transient wetland areas of the site.

6.1.2 Site Layout

The facilities were located with the following goals preeminent:

- Keeping the tunnel level as much as possible, with a minimum tilt. There is no undulation of the tunnel profile.



- Minimizing the depth of structures at experimental stations, first, and access buildings second;
- Providing a stable foundation for the tunnel;
- Minimizing surface disruption from excessive cut and cover while providing just enough cut and cover locations to make construction access at certain points around the ring convenient for efficient tunnel boring and spoil removal operations.

A balance of all the objectives has been achieved. Please refer in Volume 3 to Figures 3.1-2, a tunnel length-overburden depth histogram, and Figures 3.1-3 and 3.1-4, the 1:24,000 plan and profile layouts of the collider ring found in the separate map folder.

6.1.2.1 Vertical Placement Flexibility

A number of trial orientations and profiles were examined to determine the best orientation of the collider. Within the time constraints of preparing the proposal, the proposed arrangement is a suitable location and profile. Further refinements will be possible; however, this should probably be done by DOE as part of the final design. Structure depths could be reduced by undulating the ring somewhat, but at this point the project may be better served by having minimum disruption of tunnel alignment.

The only constraint in the vertical alignment of the tunnel is the elevation of the Burlington Northern Railroad as it passes over the northern and southern arcs of the tunnel. At the northern arc, the railroad grade is at an elevation of 3785 feet and at the southern arc, the elevation is 3800 feet. The railroad and highway appear to follow a straight plane throughout this 17-mile section between the tunnel arcs. The tunnel centerline is located 50 feet below the rail grade and highway at these points. This was done to keep these points in stratified fee. There is no need to relocate either the highway or railroad as it passes through the site.

The ring is configured in two horizontal and one sloping planes. The sloping plane tilts from west to east at 0.5 degrees and the sloping sections are confined to equal 32,000 foot sections of the north and south arcs. The longitudinal axis of this sloping plane is skewed in plan view 10.8 degrees from the longitudinal axis of the collider ring. This skewing is caused by the position of the highway and railroad as it is presently planned to pass over the ring. The ring can be rotated to eliminate the skew if it is technically advisable.

The histogram of tunnel depth versus length indicates that about 6 percent of the ring is 50 feet or less in depth, 50 percent is less than 120 feet, and no point is greater than 290 feet. The deepest accessway E8, is 255 feet from grade to the centerline of the ring. The average depth of the other nine access buildings is only 115 feet. A fully surface excavated tunnel would be disruptive to farming, and land and mitigation costs could equal or exceed any savings in construction. While the flexibility exists to increase cut and cover percentages, it must be weighed against a more articulated tunnel profile and greater surface mitigation costs.

6.1.2.2 Horizontal Placement Flexibility

The 7.5 minute quadrangle maps show that the tunnel orientation is greatly influenced by the Comanche Basin topography. The position of the railroad influences the decision to locate the campus and cluster halls either to the east or west. Since the east location is closer to Highway 3 and Billings, this was chosen as the preferred location for the campus. The terrain on the east side of the collider is generally flatter than the west and the campus site work would be cheaper on the east side.

The quadrangle maps also show that there is sufficient flexibility to translate the collider a half mile or more one way or the other, and perhaps rotate its axis a few degrees. The constraints tend to be the terrain ridges and more rugged topography to the northwest, northeast and southeast.

The land owners do not appear to object to moving the ring. Land owners were interviewed concerning this at least a mile or more beyond the proposed site boundaries.

The two 500 kV transmission line circuits, discussed in Volume 8, will pass close to the southern edge of Area C; and therefore, some minor adjustment may be necessary to avoid moving these lines. The lines and the campus facilities can exist as proposed. Certain land owners in the campus area own large blocks of land. Interviews with them have indicated that if their land were purchased, they want more purchased than the minimum indicated in Table 2.1-1. If their entire tracts were purchased, DOE would have considerable flexibility to locate campus facilities without moving the 500 kV transmission lines. This additional acreage in the campus area could amount to close to 3,000 additional acres, giving DOE considerable design flexibility. The same situation will exist in the west cluster area, but with smaller tracts.



6.1.3 Site Area Features

6.1.3.1 **Man-made Features**

Man-made features on the site consist of approximately three dozen structures, including residences, barns, silos and sheds. Ten currently occupied residences are located on the ring. The quadrangle maps have been marked to indicate that only eight landowners have buildings that must be moved or razed. Two residences lie over stratified fee land. There may be a dozen or so abandoned structures such as old farm houses and barns that dot the site in areas of stratified fee, some of which might be razed and others ignored.

The town of Broadview, located inside the ring toward its northern end, has a population of about 150. It has a 12-grade school, small motel, two bars, a gas station, grain elevators, and some residences. Access to the site will miss Broadview entirely. Most of the construction personnel will travel the 25 miles from Billings (25 miles to the campus area) and will follow a new access road north from Acton totally avoiding Broadview. Personnel coming from the north will probably approach the campus or west cluster areas from county roads exiting from Route 3 north of Broadview. Refer to Volume 4, Section 4.2, for transportation maps of the area.

Acton and Comanche consist of only a few structures. One oil pipeline traverses the east portion of the site. Owned by U.S. Consolidated Oil Company, it is a 16-inch buried line that could be moved if it affected campus facilities. Depending upon the detailed layout of campus facilities, the pipeline location may or may not impact the project.

One natural gas well is in Sec. 35, R22E, TSN, about a mile north of tunnel access structure E8. A 3-inch plastic gas line is said to run south-southwest from the well toward Rapelje. It probably intersects the ring in two places. It is not known if the line is active, and the exact location is not known at this time. It is estimated that this line passes over stratified fee tunnel sections and should have no impacts on construction or operation.

The railroad and Highway 3 are features that provide positive impacts to the site. The railroad runs about one to three trains per day over this line, which connects Great Falls and Billings and points south and west. This line should be of benefit to supply materials directly to the site, particularly heavy segments of detectors. A spur could easily be constructed to accommodate the delivery of materials closer to the experimental areas. It is recommended that such a spur be constructed west of, and parallel to, the new access road to the campus which would depart from route 3 just north of Acton. The railroad and highway are a number of miles away from the collision rails so that vibration will not be a factor.

The transmission lines which pass through the site will be of benefit to the project while causing no adverse effects. Two 500 kV transmission lines pass through the site as do other lines of 230 kV and 100 kV or less. A major substation is south of Broadview and west of Highway 3 about 6 1/2 miles west of the campus. From this substation, power lines can be constructed which will supply power to the necessary sections of the ring. This substation completely minimizes transmission impacts, since there will be none outside the boundaries of the ring.

6.1.3.2 Natural Features

There are no significant natural features that would adversely affect this site. The area is a shallow basin, with no natural drainage outlets. Flooding is not a concern. The low points of the basin are at the northern and southern arc areas adjacent to the railroad. All major SSC facilities will be higher than these low points. Some natural low areas form ponds during extremely wet seasons, which will harbor waterfowl during these periods. One natural depression collected local runoff sufficient to freeze in the winter and formed a floating sheet of ice which threatened the guyed Vee 500 kV transmission towers. Montana Power rerouted one circuit to higher ground where ice would not form, and the second circuit was protected with pile bollards around the tower bases. Because rainfall is minimal in this area (about 11 inches per year), ponding within the basin is not considered a problem. Even in the one area where a transitional pond will form above the northeast section of the tunnel arc, there will be no problem because the tunnel will be bored in that area, and the water will not percolate through the alluvium and underlying rock. See Volume 5 for more information on surface water and waterfowl.

6.1.4 Summary

There are no features, man-made or natural, which will have any negative impact on the project. Most features, such as roads, transmission lines, and railroad, will be of benefit to the project. A 7-mile railroad spur from Acton, parallel to the main access road to the east cluster area, would provide excellent construction and material delivery support. A network of county roads connect the farms and residences around the ring, and will be of great benefit during construction to provide low impact access to various points around the ring for construction. Highway 3, which will be upgraded by the State, will provide excellent access between Billings and the site during construction and operation. Disposal of spoil will not be a problem, since it is highly suitable for road upgrades and leveling of construction areas around the ring.



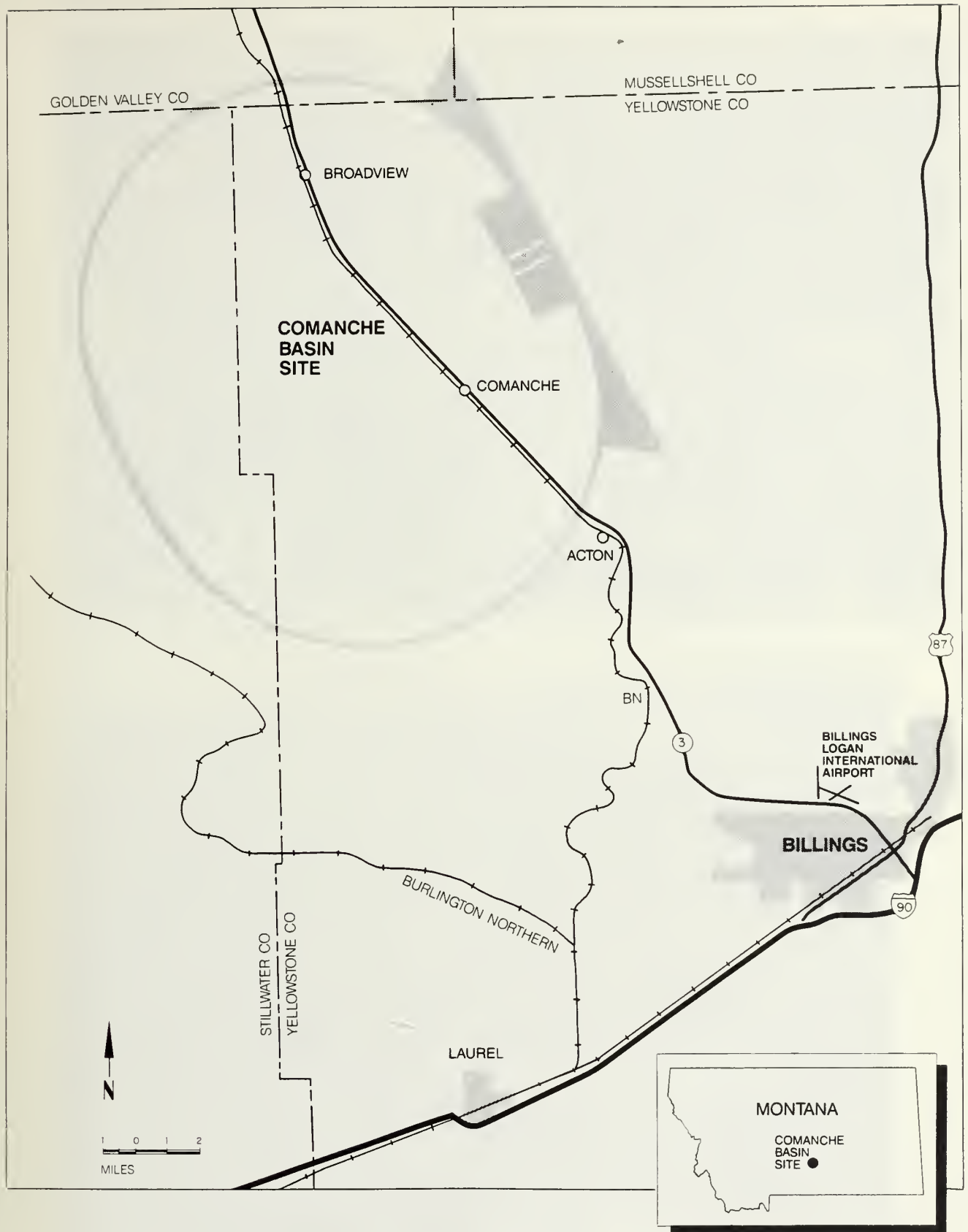
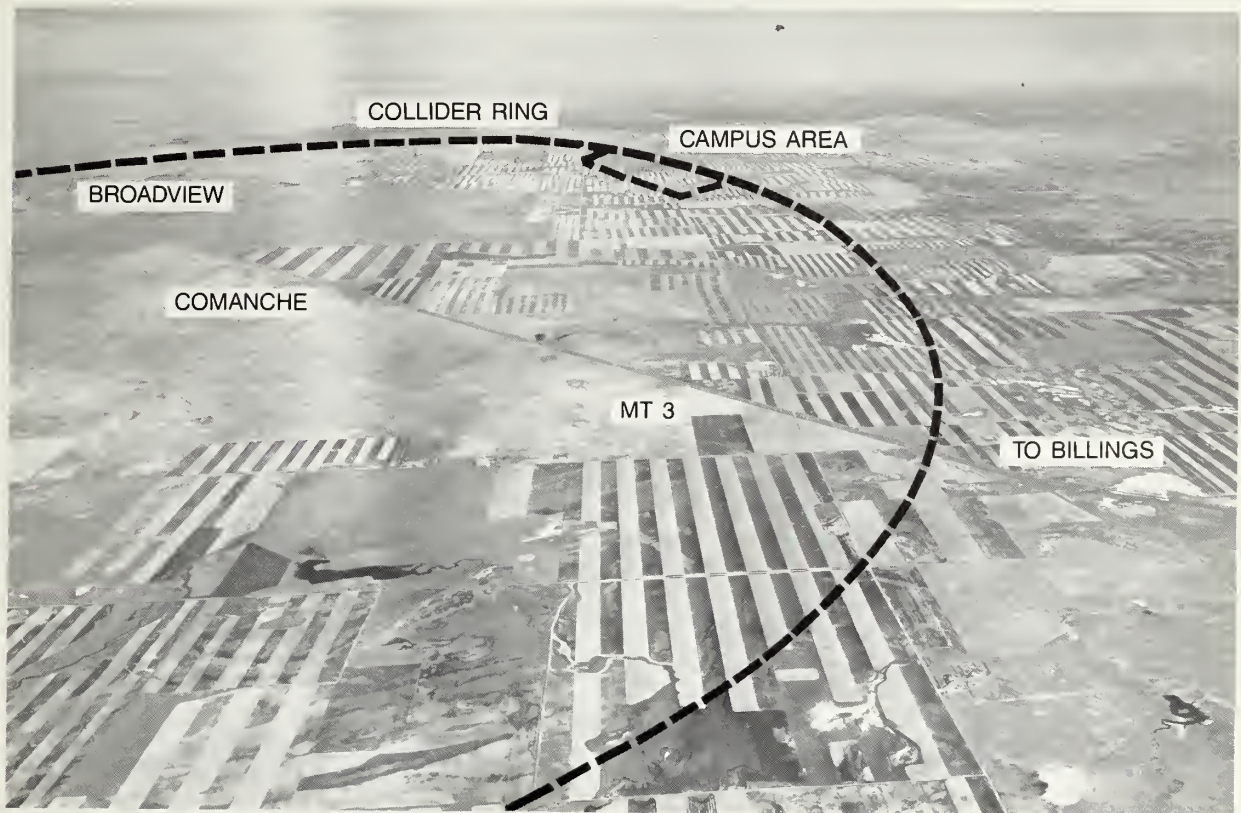
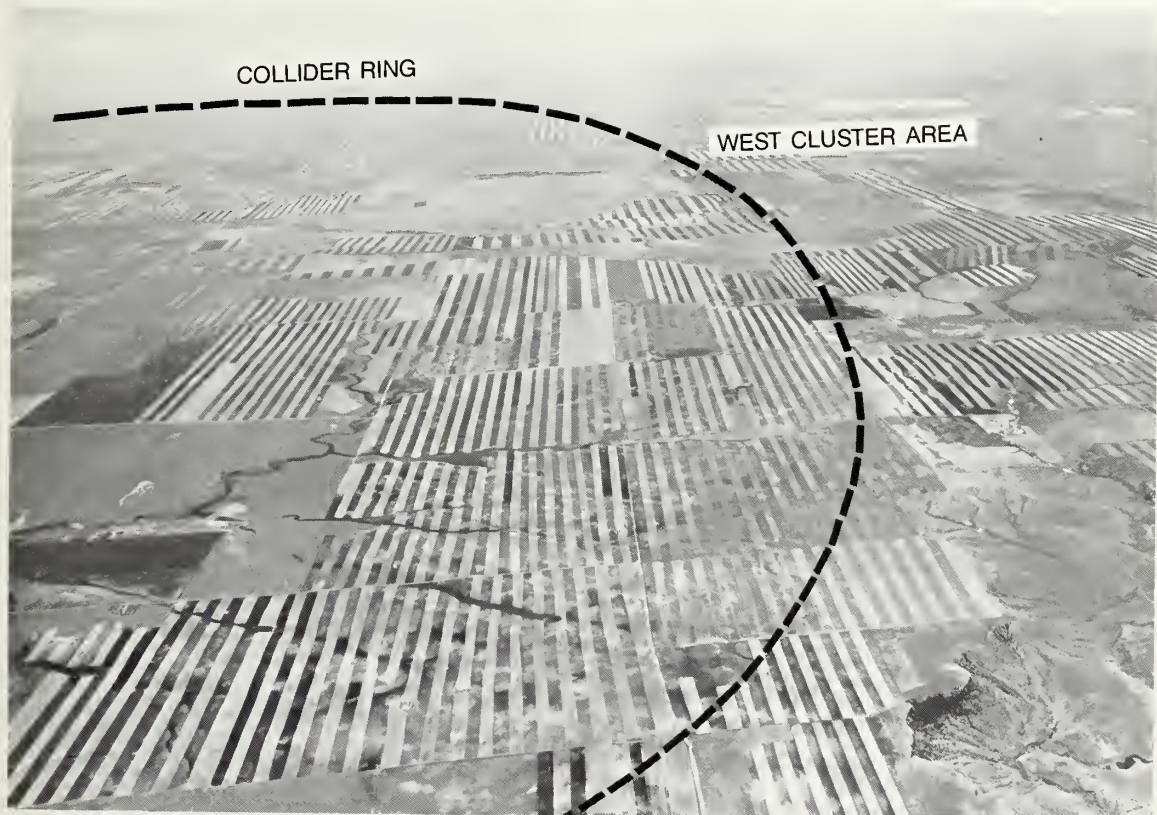


Figure 6.1-1 COMANCHE BASIN SSC SITING AREA

Figure 6.1-2 AERIAL VIEWS OF COMANCHE BASIN SITING AREA



East side looking North from South.



Looking South from North.

6.2 REAL ESTATE ACQUISITION PLAN

6.2.1 Scope of Acquisition

6.2.1.1 Number of Acres by Types of Estate

The area of land to be conveyed and types of conveyance (estates) and acres contained within existing roadways, utility easements, etc., are approximately as follows:

8,470	Acres shall be conveyed in fee simple.
7,680	Acres shall be conveyed in stratified fee estate.
(40)	Acres of the surface estates above are estimated to comprise existing roadways which will be used for access within the project area. () = Included in other acreage.
(3)	Acres comprise existing Burlington Northern Railroad rights-of-way as it passes across the ring. This area is included in the stratified fee areas.

16,150 Total

The additional land required for relocated roads, utility easements or new railroad spurs is estimated to be less than 250 acres.

Table 2.1-1 (Volume 2) lists estates by project area. See also Figure 3.1-3 in the map folder for a specific delineation of land to be offered.

6.2.1.2 Parcel Ownerships

Most of the land in the siting area is privately owned. In this area, the state owns about two sections in each township. The BLM generally owns 3 to 4 sections per township; however, for the particular site selected, only one parcel is administered by the BLM. Landownership patterns are shown on Figure 6.2-1. A total of 257 owners have been identified over about a 350-square-mile area within the collider ring or within a few miles of it. Only 72 owners are directly impacted by land acquisitions for the project; 70 are private, and 2 are governmental owners. Eight owners would be forced to relocate or abandon residences and other improvements at 9 locations. Another two, who own residences above stratified fee land, may retain ownership of their homes, but with wells that must be relocated. The location of each of the 10 land owners is shown on Figure 3.1-3 in the map folder.

In general, this site should have minimal landowner impacts compared with many other states. Approximately 153 parcels will be acquired in fee simple from 72 owners. Approximately 63 parcels will be acquired from 48 of the same 72 owners by stratified fee estate. Two parcels will be acquired in stratified estate from the Burlington Northern Railroad.



The number of parcels and owners from which additional utility easements may be obtained cannot be determined until final design. However, existing utility rights of way will be used and few, if any, new owners would be impacted. Only one new right-of-way may be needed from the Broadway substation to the west cluster, about 9 miles.

6.2.1.3 Governmental Ownerships

The State of Montana owns 11 parcels of land intersected by the ring, and the Federal Fish and Wildlife Service has one road and one wildlife management pond on the north arc of the collider.

A number of county roads pass over the ring. The bulk of these pass over areas of stratified fee ownership. In a few cases, near the campus, county roads may have to be rerouted to provide access to beam dump areas, and also to landowners east of the east cluster area.

6.2.1.4 Siting Area Improvements, Relocation and Mitigation Measures

The proposed configuration of the site is shown at 7.5-minute scale on Figure 3.1-3 in the map folder. The maps represent fairly accurate county road information. The maps also show transmission lines that cross the area as well as the Burlington Northern Railroad at State Highway 3. Figure 4.2-3 in Volume 4 shows county roads in more detail. There is one small cemetery shown west of the town of Comanche, but it will not be impacted. There are buried telephone lines, and local power distribution lines run overhead adjacent to many of the county roads. One oil pipeline, owned by U.S. Consolidated Oil Company, passes through the easterly campus area of the site. Two to four miles of the pipeline might have to be relocated by DOE depending upon the final layout of the site.

We anticipate that nine residential units owned by eight families and farming corporations will need to be relocated or razed on the eastern side of the ring, and one unit displaced on the southwest side. Two other residents own buildings over stratified fee sections, one in area I to the southeast, and the other near area E4. These owners should not be impacted other than potential well relocations. Two other wells are shown in areas of stratified fee with no residences. There may be stock water wells, that if currently active, might have to be moved at State expense. In actuality there is very little disturbance to farm life and landowners for this particular site. The land blocks have tended to be reasonably large with an average ownership of about 270 acres for each of the 70 private landowners affected by the project.

Photographs of some of the impacted properties are shown on Figure 6.2-2. Landowners whose improvements and residences lie in surface fee estates to be donated to the project are identified by landowner number code on the quadrangle maps (Figure 3.1-3) in the map folder.

6.2.1.5 Units Qualifying for Relocation Assistance

All of the owners of nine residences will be eligible for relocation assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 (Public Law 91-646). All of these residences are on farm or ranch units, some of which will have to be relocated in their entirety or razed. No roads, cemeteries, communication or utility lines would have to be relocated. Facilities which may have to be relocated are those typical of agricultural operations in the area, such as corrals, sheds, graneries, and barns. The residences may be used by the department for temporary office space or other project uses. Other structures may be useable for temporary storage of vehicles or equipment associated with project construction.

6.2.2 Method of Site Acquisition

Montana's site acquisition plan is outlined in detail below.

6.2.2.1 Description of Site Acquisition Procedures

There are three types of ownership patterns within the proposed site: fee, state and federal lands. Fee land will be acquired either by a public or quasi-public corporation established for that purpose or by the state in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and supporting regulations. A total of 72 landowners would be affected by the proposed project. Stratified fee estate would be acquired from 48 landowners for 7,680 acres. The remaining 8,470 acres would be acquired from 72 landowners as fee simple titles for both surface and subsurface disturbance. If Montana is selected as one of the best qualified sites, additional steps will be initiated to assure timely land availability. First, Montana will provide DOE rights of entry from the landowners. In addition, Montana will begin the appraisal process at this time, and will start to acquire options for the stratified fee estate from the affected landowners. The governor will call a special session of the legislature to provide the necessary appropriation and amendments to the statutes.



If Montana is chosen as the preferred site in July, 1988, appraisals will be completed and Montana will start to acquire options from the remaining landowners. In addition, surveys will be initiated, easement options will be acquired, and the specific details of a relocation plan for the 10 residences will be developed. If Montana is selected as the final site, additional support staff will be hired by the state to assure timely availability of land to the DOE.

Once selected as the final site, Montana will immediately provide a 100-acre housing site for the DOE. At this point, all previously acquired options will be exercised, placing the greatest priority on the campus area and the quarter of the ring as designated by DOE. Land surveys will be completed, the relocation plan will be implemented, and a preliminary title report will be presented. Condemnation actions, if necessary, for the campus and the first quarter of the ring will be initiated at that time.

In April, as required by DOE, Montana will submit the survey report, the preliminary title report and the Offer to Donate Real Property (DOE's Appendix G) to the DOE. By July 1, 1989, Montana will have completed the 10 relocations necessary and will provide title to the DOE, as indicated in the DOE timetable for acquisition.

State school trust land can be transferred from state ownership only by exchange or by sale at a public auction. Montana will exchange these school trust lands with the BLM. If Montana is selected for the best qualified list, tracts will be identified for exchange between the agencies in January 1988. Mineral and cultural reports will be prepared and surface lessees will be notified of the potential exchange. If Montana is the preferred site, the Department of State Lands will initiate preliminary approval of the proposed exchange in August 1988, and a public hearing will be scheduled in September in the counties affected by the exchange.

Under the exchange procedures, the Montana and National Environmental Policy Acts must be complied with. Therefore, in September, a Land Report, supplementing the Department of Energy EIS as necessary for land acquisition, will be published.

If Montana is selected as a final site, the Department of State Lands will give final approval for the proposed exchange and BLM will publish a record of decision. A Notice of Realty Action will then be published by the BLM for 60 days. The BLM will then provide a permit for the use of those lands to the DOE. Title will pass when Montana is selected as the final site prior to issuance of a land use permit. See also Section 6.2.2.4.

Federal lands intersected by the ring are managed by the U.S. Fish and Wildlife Service (USFWS) for waterfowl production and will require a right-of-way permit. At this particular site, the tunnel will be 50 or more feet below the surface and no related surface disturbance is proposed. Therefore, the USFWS would provide a permit to the DOE for use of the stratified estate.

6.2.2.2 Summary of Existing Legislation

Existing and proposed legislation are addressed in Section 2.1.4.

6.2.2.3 Condemnation Authority

Condemnation authority does exist, and procedures concerning its use are discussed in Volume 2, Section 2.1.4.

6.2.2.4 Method of Transferring Federal Lands to DOE

About 7 square miles of public land, administered by the BLM, are located about 2 miles east of the E1-J1 Section of the east cluster. These lands are not segregated in any way that limits their availability for this project. Application for Withdrawal (Sec. 204 P.L. 94-579) by DOE will immediately commit the land for 2 years, during which time the Department of the Interior will process the formal land withdrawal should this land be of interest to DOE.

Another parcel, belonging to the USFWS, intersects the north collider arc 1 1/2 miles east of Highway 3. The stratified fee estate needed under this parcel will be transferred to the DOE using the USFWS right-of-way format with special conditions, as defined in a letter to the state from the USFWS dated August 3, 1987. Special conditions are provided for under Title 50 of the Code of Federal Regulations. See also Section 6.2.2.1.

6.2.2.5 Situations Requiring Federal Eminent Domain Assistance

- Intercession – The BLM may be called upon to acquire lands through either state or private exchange which, once in federal ownership, will be made available to DOE through Sec. 204 P.L. 94-579 withdrawal. BLM administrative costs of processing will be paid by the state.
- Eminent Domain – If the BLM were unable to exchange public land for all of the state school trust lands, and to transfer sufficient control or use permits to the DOE, these school trust lands would have to be condemned using the federal power of eminent domain.



Montana will contract directly with independent contractors for legal and appraisal services. Montana will reimburse DOE for all expenses, including acquisition costs, salaries, contractor fees, and incidental expenses incurred as a result of condemnation proceedings. See the Montana Legislature Statement of Support in which the legislators have committed their support for appropriations necessary for land acquisition. This exhibit is included in Section 4.10 of Volume 4.

6.2.2.6 Qualifications of Real Property Acquisition Personnel

Real property acquisition and relocation assistance activities will be handled or directed by personnel of the Right-of-Way Bureau of the Montana Department of Highways. This organization acquires interest in real property and provides relocation assistance services and payments for all federal aid highway projects in the state of Montana. These services are all performed under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646).

The Right-of-Way Bureau has also provided relocation assistance services for other federal and state agencies, including the Federal Aviation Administration and the Montana Department of Fish, Wildlife, and Parks.

Acquisition and relocation assistance will be managed by the section supervisors in charge of the department's appraisal, acquisition, relocation assistance, and other applicable functions. The personnel in these positions all have 15 – 30 years experience in performing and managing eminent domain real property acquisition and relocation assistance. They are completely familiar with and experienced in acquisition and relocation assistance under Public Law 91-646.

Appraisals, appraisal review, acquisition (negotiation), and relocation assistance will be performed by 6 to 10 staff appraisers, review appraisers, and acquisition agents from the Montana Department of Highways. These employees have two or more years of experience in eminent domain acquisition and relocation assistance under Public Law 91-646.

Appraisal and negotiation activities may be supplemented by the use of fee appraisers and private land acquisition companies if deemed necessary. Fee appraisers will be selected from the Department of Highways list of approved fee appraisers. These appraisers usually have MAI, SREA, or SRA designations. Fee appraisers and private land acquisition companies used for this project will be directed by the management team.

The following personnel will be assigned to manage real property acquisition and relocation assistance:

Appraisals:

Chief Appraiser

Experience:

Chief Appraiser for Department of Highways – 9 years

Assistant Chief Appraiser – 8 years

Land Acquisition Agent for Department of Highways (Appraisals and Negotiations) – 7 years

Acquisition:

Chief Negotiator

Experience:

Chief Negotiator for Montana Department of Highways – 1 month

Assistant Chief Negotiator – 9 years

Acquisition Agent for Department of Highways (Appraiser and Negotiator) – 18 years

Relocation Assistance:

Relocation Manager

Experience:

Relocation Manager for Montana Department of Highways (Includes actual performance of relocation assistance activities) – 6 years

Plans Coordinator (Right-of-Way Engineering) – 5 years

Field Engineering (Survey) for Department – 2 years

Field Project Supervisor:

Field Right-of-Way
Section Supervisor

Experience:

District Right-of-Way Supervisor for Department of Highways – 13 years

Review Appraiser for Department – 5 years

Acquisition Agent (Appraiser and Negotiator) – 10 years

Titles and Closing:

Experience:

Land Section Supervisor (Titles and Closing and Property Management) for Department of Highways – 4 years

Assistance Land Section Supervisor – 10 years

Plans Section Supervisor (Right-of-Way Engineering and Legal descriptions) – 4 years

Plans Coordinator (Right-of-Way Engineering) – 2 years

Acquisition Agent (Appraiser & Negotiator) – 4 years



Appraisals will be prepared by three to six appraisers who are either staff members of the Right-of-Way Bureau or fee appraisers. Staff appraisers will have three or more years experience in appraising under Public Law 91-646. Fee appraisers will be selected from the Department of Highways list of qualified appraisers. Most of these fee appraisers have professional designations as MAI, SREA, or SRA.

Appraisal review will be performed by one to two Right-of-Way Bureau staff review appraisers who have had 3 or more years of experience as reviewer appraisers working under Public Law 91-646.

Acquisition (negotiations) and relocation assistance will be performed by four to eight Right-of-Way Bureau staff right-of-way agents having 2 or more years of experience in eminent domain land acquisition under Public Law 91-646. Negotiations may also be contracted to one or more private land acquisition firms who would work under the close direction of highway department project management personnel.

Any necessary property boundary surveys will be performed by registered land surveyors under the direction of the Department of Highways surveying manager.

6.2.3 Schedule of Real Estate Acquisitions

6.2.3.1 Major Milestone Activities

The following is an overall schedule of all activities (shown also on Figure 6.2-3):

BQL is published in December 1987

- | | |
|----------------|---|
| December 1987: | Montana will provide a right of entry for DOE assessments. Representative appraisals will be made, state liaison will be appointed to work with DOE. |
| January 1988: | A budget will be developed and Governor Schwinden will call a special session of the legislature to fund Montana's land acquisition plan. A team will be appointed to implement the plan. Land exchange parcels will be identified. |
| February 1988: | The appointed team will begin (1) to appraise all parcels, (2) to acquire options, (3) to negotiate land prices and (4) finish identifying mineral owners. |

June 1988: Any necessary condemnation actions will be identified.

July 1988: The DOE will identify a preferred site. The Montana acquisition team will finalize negotiations, begin surveys of the parcels to be acquired, acquire options for easements and rights-of-way.

August 1988: The Acquisition Team will plan the relocation of the 10 residences identified and begin to obtain commitments of non-entry from mineral owners of split estates. The state's liaison will assure MEPA compliance at the draft EIS stage. Exchange proceedings for state-owned lands would begin.

September 1988: EA/Land Report will be published. Application for U.S. FWS permits submitted.

November 1988: DHES permits for temporary housing will be applied for.

January 1989: DOE will select the final site. Surveys will be completed, preliminary title reports begun, relocations initiated and a 100-acre housing site would be provide to the DOE. Condemnations will be filed. Notice of Realty Action will be published by the BLM. The governor will, by executive order, create an interagency task force to facilitate permitting actions. Montana will begin exercising options. Final highway improvement construction plans will be developed and initiated. Rural SID will be established.

April 1989: DOE will be provided with the completed surveys, the preliminary title report, and the Offer to Provide Transfer of Real Property to the Federal Government. Montana will initiate resolution of any potential title problems. Permits from federal agencies will be applied for.

July 1, 1989: Montana will provide DOE with title to the first quarter of the ring and the campus area and will provide a title report and the necessary title insurance. All relocations will be completed at this time.



Beyond this point, Montana will follow the above steps, as needed, to transfer land for the remaining quarters, as described in Section 2.4. The following sections highlight key dates of concern to DOE.

6.2.3.2 Appraisals

Appraisals will be completed by July 1988.

6.2.3.3 Surveys

The surveys of the proposed site will be completed in March 1989.

6.2.3.4 Preliminary Title Evidence

As required by DOE, preliminary title evidence will be provided on April 1, 1989.

6.2.3.5 Commencement of Negotiations

Negotiations will begin in February 1988.

6.2.3.6 Condemnations

Montana will initiate condemnation actions, if necessary, in January 1989.

6.2.3.7 Acquisition

Acquisition of the site will be completed in accordance with the schedule outlined in Section 2.4. However, much of the acquisition of the last three-quarters of the land would actually be completed in 1989 simply because of work scheduling considerations.

6.2.3.8 Completion of Relocations of Residence and Businesses

Relocations will be completed in accordance with Public Law 91-646 by July 1989.

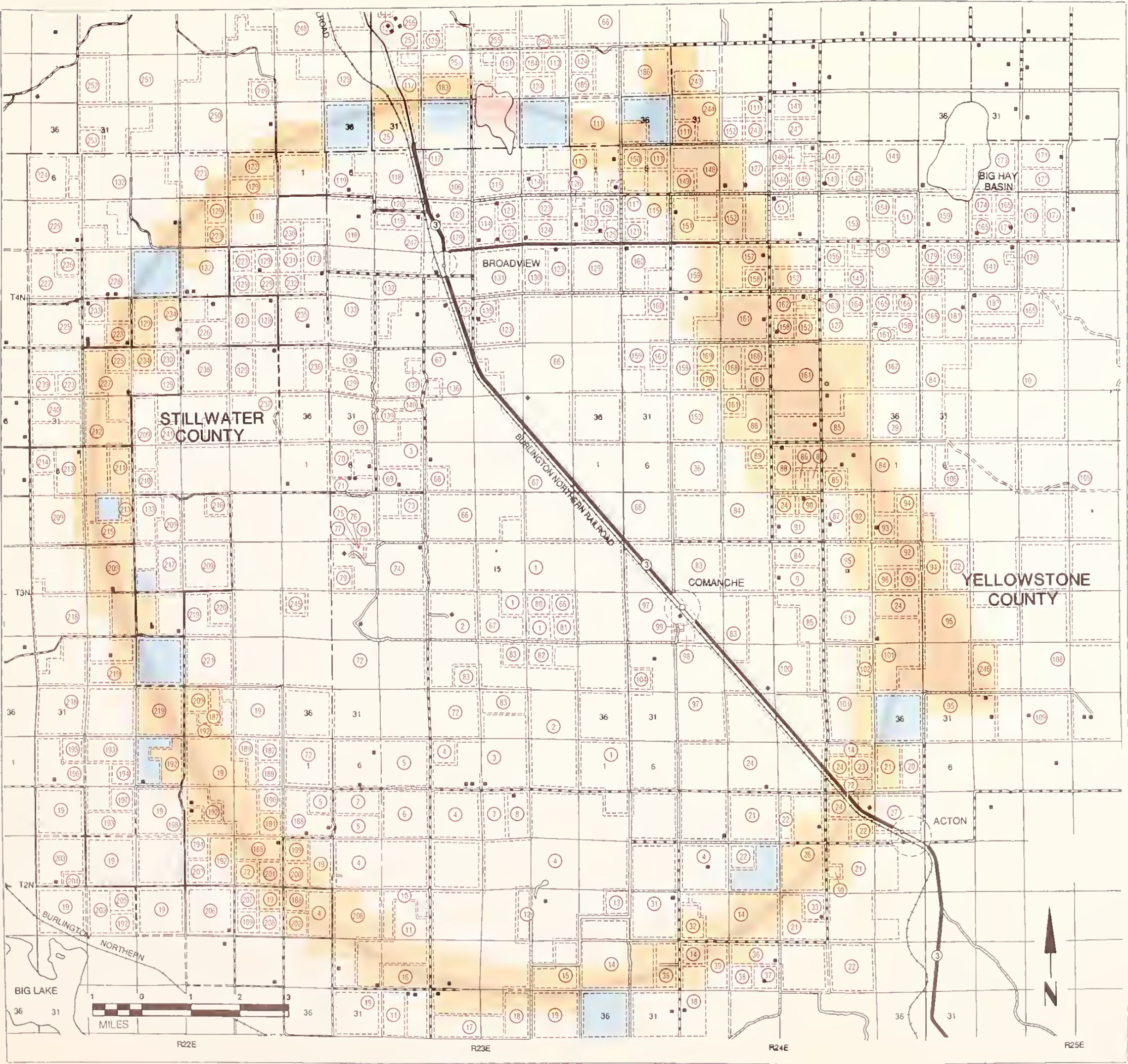
6.2.3.9 Completion of Relocation of Infrastructures

No relocations are expected.

6.2.3.10 Areas of Potential Delay

No areas of potential delay are expected except those which may be caused by a shift in the DOE's Schedule.

Figure 6.2-1 LAND OWNERSHIP



LANDOWNERS

1 Michael Ahern	96 Paul Lynch	191 Edwin Wismeyer
2 David Auer	97 Emma Ahern	192 Arthur Downer
3 Robert Pletan	98 Matilda White	193 Forrest Dannenberg
4 Orville Lane	99 Donald Mammen	194 Joseph Cash
5 Ernest Downs	100 Roxanne Luoma	195 Isabell Flath
6 Ralph Downs	101 Clarence Adams	196 Rebecca Tirrell
7 Daniel Downs	102 Olis Lueck	197 Kora Breikjern
8 Raymond Cole	103 Don Cash	198 Byron Downer
9 Luther Auer	104 Arden Clute	199 Donna Romita
10 Wilfred Theisen	105 Madge Shultz	200 Donald Shawhan
11 Down Enterprises	106 Lester Drevs	201 Edward Fausner
12 Lee Lane	107 Basin Ranch Co	202 Owen Ketchum
13 Willys Lemm	108 Margarte Hickson	203 Wesley Karls
14 Audrey Bermes	109 Marvin Forquer	204 Madeline Thurston
15 Richard Popelka	110 Diane Zenter	205 Hazel Melby
16 Fred Downs	111 Gordon Swartz	206 Marie Downer
17 Curtis Foreman	112 Donald Swartz	207 Garold Callihan
18 P. Bar Triangle, Inc	113 Willard Baird	208 Ronald Harding
19 Lazy K-T Ranch, Inc.	114 Devco	209 Arnold Ranch
20 C. J. Roth, Inc.	115 Daryl Beeman	210 Margaret Herland
21 Kenneth Clark	116 Genevieve Adair	211 Tossalee Johnson
22 James Clark	117 Schraudner Ranch, Inc	212 James Ropp
23 Bonnie Preikszas	118 Conover Ranch, Inc	213 Womer Sorsenson
24 Lloyd Ivie	119 Claude Armstrong	214 Richard Berger
25 Beverly Ann Lerossingol	120 Delmar Dunham	215 Lester Hageman
26 Leslie Brown	121 Calvin Herriott	216 W E Streeter
27 Florence McCarthy	122 Verner Eller	217 Carroll O'Rourke
28 Acton Bar	123 Otto Erickson	218 Hageman Ranch Inc
29 Raymond Johnson	124 John Peikert	219 The Hanging H Ranch
30 Gordon Clark	125 Marvin Beeman	220 Alvin Hageman
31 James Bermes	126 Victor Johnson	221 Mervin Fry
32 Ervin Bermes	127 Maurice Conover	222 Henry Seitz
33 Fred Stiers	128 Bret Conover	223 John Hanser
34 Bar Diamond Ranch	129 Odeal Dresse & Sons	224 Rohrdanz Ranch Co
35 Jack Loeb	130 Wittis Meyer	225 A. O Stiles
36 Ronald Popelka	131 Mary Sowers	226 Lloyd Mosdal
37 Jean Cellmer	132 Bill Hanser Ranch	227 Lon Sowers
38 Harold Downer	133 Victor Leheldt	228 Jesse Jones
39 Milton Bermes	134 Anthony Erickson	229 Arthui Blakeway
40 Clinton McFarland	135 Bart Erickson	230 Agriculture Realty Corp
41 Roy Burlon	136 Roy Heiken	231 Edward Dreese
42 Carl Yerrington	137 J C Heiken	232 Kathryn Kern
43 Norma Krugar	138 Carolyn Banfield	233 William Brinkel
44 Marvin Onstad	139 Norwest Bank	234 James Johnson
45 Donald Lee	140 Leland Sprinkle	235 Velma Coppess
46 J & G Sales	141 Glen Morton	236 Frank Mosdal
47 Donald McDonald	142 Edith Hughes	237 Mosdal Farming, Inc
48 Robert Pierce	143 Richard Johnson	238 Ben Arnold
49 Roger Keller	144 Josephine Goodman	239 Donald Lindsay
50 Gary Harmon	145 Helen Gusick	240 William Hogeland
51 Robert Carlson	146 John Morton	241 Charles Wyman
52 Mark Coulter	147 David Morton	242 James Jorgenson
53 Donald Wilson	148 Sandbak Land Co.	243 Raymond Sandbank
54 Morgan Logan	149 Dean Jansman	244 Allan Sandbak
55 Raymond Minear	150 Jean Rawn	245 Harold Anderson
56 Tanny Gordon	151 Roy Davids	246 Lorne Onstad
57 Randall Townsend	152 Rex Ivie	247 Dale Frey
58 Murray Townsend	153 Rueben Eckman	248 J. C. Jensen, Inc.
59 John McFadden	154 Janet Shaw	249 Leilla Leheldt
60 Willis VanDyke	155 Michael Brook	250 Henry Seitz Ranch, Inc.
61 Jim Deavenport	156 Villard Anderson	251 Paulson Ranch, Inc.
62 John Lawson	157 Wade Brown	252 Robert Sasse
63 Joseph Huggins	158 Daniel Janshen	253 Jack Nolan
64 Diana Henry	159 Kenneth Frey	254 Elton Lee
65 Michael Healey	160 Arthur Reintzman	255 James Zottnick
66 Edward Spidel	161 Delmar Schmidt	256 Ned Tranel
67 Carl Heiken	162 Conrad Frey	257 Robert Price
68 Harvy Nelson	163 Melvin Howell	
69 W L Staggs	164 Harols Sullwold	
70 Lloyd Mosdal	165 Paul Mushaben	
71 Thelmar Mosdal	166 Gareld Kreig	
72 Yellowstone Grain Co.	167 Josephine Forquer	
73 John Holman	168 Donald Swartz	
74 Alferd Supanik	169 Carolyn Stark	
75 Carol Kamrar	170 Elizabeth Hill	
76 R A Mikelson	171 Marian Brown	
77 Douglas Volden	172 Fed Land Bank	
78 Ruth Parson	173 Ronald Bender	
79 Jack Streeter	174 J. Michael Ward	
80 Joseph McCarthy	175 Michael Carlson	
81 Guy Lecesse	176 Arthur Blederman	
82 Francis Hansen	177 Robert Tew	
83 Leslie Auer	178 Charles Ehlenburg	
84 Drevs Farming Corp.	179 Walter Nelson	
85 Springdale Ranches	180 Bettyey Dagear	
86 Les Brown	181 Gene Hubbard	
87 Treasure State Farms	182 Verla Peter	
88 Ed VanSky	183 David Jorgenson	
89 L. A. Sandaker	184 Gary Davids	
90 Russell Griep	185 Barbara Hauser	
91 Ross Adams	186 Delbert Lundby	
92 Lyla Green	187 Lyle Hugrud	
93 Marjorie Kelvie	188 McFarland Ranch Co.	
94 Henrietta Watts	189 Dewey Jonson	
95 Marvin Onstad	190 June Ann Lundquist	

LEGEND

STATE LANDS

FEDERAL LANDS

PRIVATE LAND

Note. Some identified landowners outside area shown on map.

Figure 6.2-2 TYPICAL IMPROVEMENTS EXISTING ON COMANCHE BASIN SITE
STRUCTURES ON THIS PAGE PROBABLY WOULD NOT REQUIRE REMOVAL



Inside Collider Ring, near West Cluster.



South, inside Arc.



Close to Campus.



Outside site, near West Cluster.

STRUCTURES ON THIS PAGE WILL PROBABLY BE REMOVED



Near Campus area.



In Area "C."



In West Cluster.



Near J6.

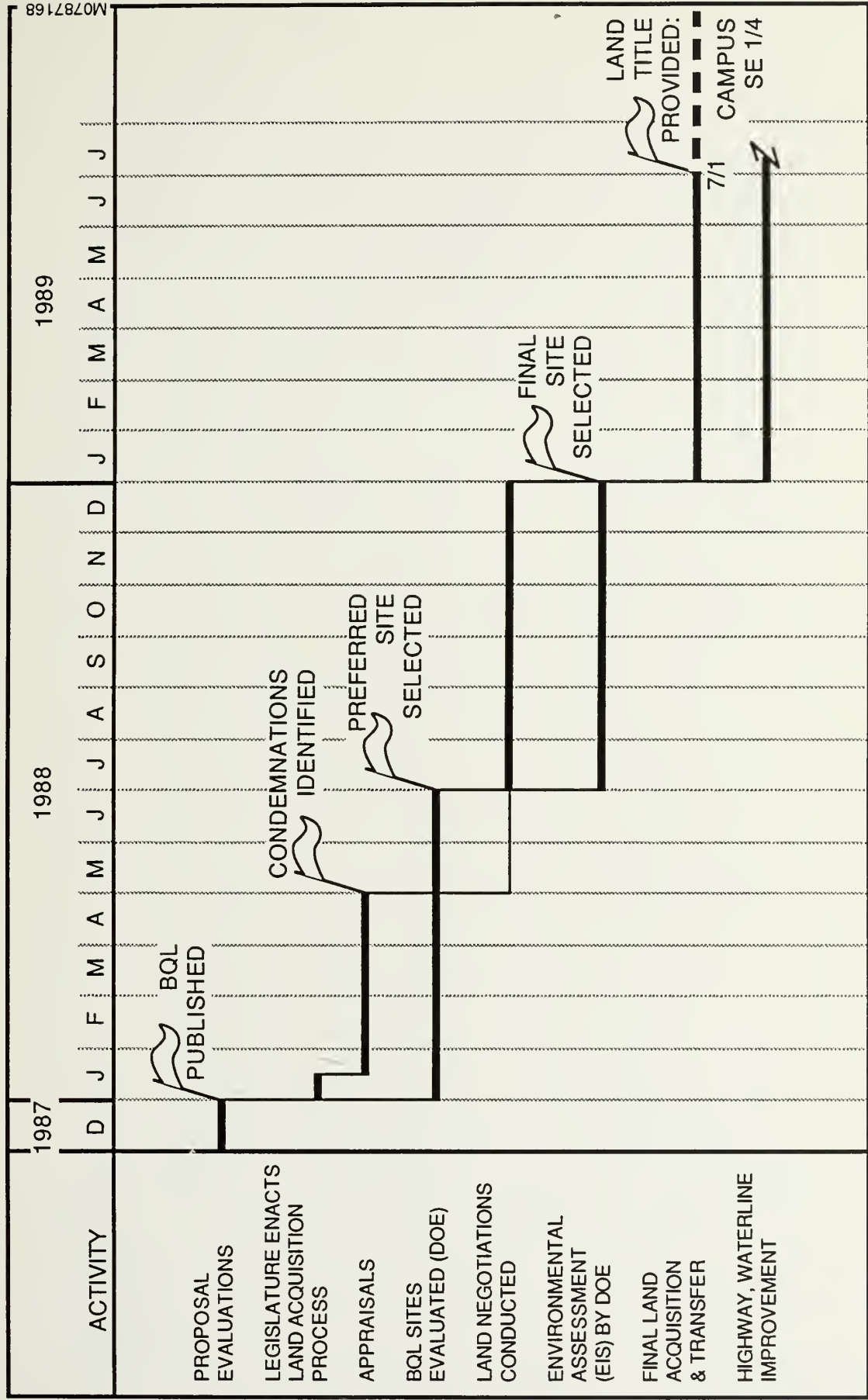


Figure 6.2-3
LAND ACQUISITION SCHEDULE

OTHER INFORMATION

There are no master plans for this site, which is currently used for dryland farming and grazing on marginal land with very little topsoil. The SSC would be an ideal improvement to the area, in that the land, community and environmental impacts to the area will be positive.



